

MARKET HOLDS FIRM

Profit-taking Does Not Shake Strong Undertone.

REALIZING SALES ARE MADE

Professionals Take Advantage of the Uprush of Prices Early in the Week to Turn Their Commitments Into Cash—Course of Trading Since Then, Therefore, Has Been Logical.

New York, April 11.—Influences of a holiday character played such a prominent part in last week's stock market that the force of other factors appeared relatively diminished. In general, after the excited uprush in values on Monday, the rest of the week was devoted to profit-taking, which, from a professional trading point of view, was only natural, because of the lengthened suspension of stock exchange business that was about to occur.

The market, however, preserved throughout all this realizing the same sturdy undertone that it has long maintained, and, indeed, strength was shown in so many specific quarters which on the last day of the week was again displayed in the standard shares that the market closed finally at a new high level for the year.

Uneasiness Lessens.

Because for this is no doubt the disappearance of elements that have for some time made for uneasiness regarding political affairs and a constantly diminishing fear for the use of money, which must again before long result in another substantial truth, that a steady upward movement is discernible in the price of English consols and most other foreign investment securities.

There are absolutely no signs yet of any lessening in the immense flow of the yellow metal from the Transvaal mines, and there is every indication that in our own country the production of gold is bound to become much larger in the immediate future. Estimates proceeding from those whose business relation to the matter puts them in a condition to be best informed about it are to the effect that the United States gold production this year will considerably outrun all previous records.

As concerns our home situation, a great source of the current optimism expressed in the higher banking circles is the strong feeling of confidence engendered by mental reflection over the way in which the business interests of the country have withstood the recent panic.

Obligations Liquidated. The head of a banking firm doing a large business in commercial paper stated last week that in the troublous times of October and November, 1907, there were outstanding over \$100,000,000 of paper bearing the names of miscellaneous American business houses and sold by his firm to clients. He declared that nothing had demonstrated to him more forcibly the essential soundness of American business conditions than the circumstances that every one of these obligations had been liquidated without a dollar's loss to creditors.

General signs, however, are becoming abundant that the sequelae of all this trade depression are disappearing, and that the low prices caused thereby in so many lines of manufacturing industry are serving the purpose of creating new business.

This is perhaps more exemplified in the steel trade than anywhere else, even if as yet only in certain branches of the trade. Those who have taken occasion to make careful estimates on the subject elaborate investigations in order to do this, say that the reduction of between 20 and 25 per cent in the cost of building construction that has occurred has obviously started a work of reconstruction in numerous large cities throughout the country that has up to this time been altogether delayed.

In many of the Western cities three times as many building contracts have been made as at this time in 1908, and it is interesting to note that stimulus to all this work has been supplied not only by the reduction in the cost of building material itself, but in the greater efficiency of labor, and in consequence of the efficiency of labor is exhibited in every industry in the land.

Workmen are everywhere anxious to hold their jobs, and strike talk is no longer popular. In consequence work requiring manual labor is being done all over the country in a better way, more quickly and at less cost than ever known before, and our railroads and other great corporations are reaping the benefit of it.

Railroad Expenses Smaller.

To be sure, all this at the moment has a certain drawback in a merely superficial, for instance, in so far as they are enabled to transact the same amount of business at less expense than they did two years ago, are not so impelled as in the former period to lay out money in new equipment and similar purchases, and therefore companies whose business it is to meet demands of such kind are finding the times rather dull. But of course no person of any sense regards any such mere temporary condition as a criterion of matters taken in the long run.

The practical certainty that a bottom cost of production has been reached and the undisputed certainty that labor has become sensible and efficient may have for its first consequence such a liquidation of new purchasing orders as may be displeasing to the sellers of steel and iron. But this must be, as the immediate event has proved, an inspiration to new business and the creation of wealth, and with affairs once started in this direction every one knows what mighty developments even a year's progress in our resourceful land can bring about. It is considerations of this kind that have plainly underlain the advance in the stock market in recent weeks.

"Andy" Freedman Fined.

Perth Amboy, N. J., April 11.—Andrew Freedman, ex-president of the New York Giants, was arrested here to-day, charged with violating the automobile speed ordinance. His chauffeur, Louis Mara, was fined \$10, and both Freedman and the chauffeur were fined \$5 for not having a New Jersey license.

HEAD OF SHOE HOUSE DEAD.

C. A. Ellis, of Haverhill, Dies in Lynchburg Hospital. Special to The Washington Herald. Lynchburg, Va., April 11.—Charles A. Ellis, aged forty-six, president of the C. A. Ellis Company, shoe manufacturer, of Haverhill, Mass., died here to-day from septic peritonitis, which followed an operation at the Hygeia Hospital, for appendicitis.

Mr. Ellis was taken ill at his hotel and removed to the hospital. His wife was with him after the operation. She and two children survive. The remains were sent to Haverhill this afternoon. Mr. Ellis was here on business.

NEWS OF ALEXANDRIA

Two Injured in an Exciting Runaway Accident.

NEGRO RUN DOWN BY ENGINE

April Term of Corporation Court to Convene This Morning—N. Augustus Butts Dead—Easter Services at Various Churches Well Attended. Company Is Granted Charter.

Alexandria News Agency, 602 King Street, Alexandria, Va., authorized agents and carriers for The Washington Herald. The Herald will be delivered daily and Sunday to any address in Alexandria for 50 cents a month.

WASHINGTON HERALD BUREAU, 602 King Street, Alexandria, Va., April 11.—An exciting runaway accident occurred shortly after 3 o'clock this afternoon, when a drag team driven by Richard Chichester, in which were seated Misses Bealla Daingerfield, Mittle Herbert, and D. Milton French, became frightened at a passing railroad engine near the overhead bridge, Poorhouse lane, Alexandria County, ran away, throwing the occupants out and injuring them.

Mr. Chichester sustained a broken collar bone and Miss Herbert had one finger cut. It required several stitches. Miss Daingerfield and Mr. French escaped with a few bruises.

The party was driving toward Washington, when the horses became frightened at the engine and bolted. After running about three hundred yards, the horses stumbled and upset the vehicle, throwing the occupants into the road. Mr. Chichester was thrown down a steep embankment. The vehicle was badly damaged, the top being knocked off and wheels broken.

A messenger was dispatched to this city for an extra team, in which the party was brought to this city. The injured were treated by Dr. Powell.

Later the damaged vehicle was brought to the livery of P. T. Harrington, where it belonged. The horses were the property of Marshall L. King. The animals were not injured.

Albert McKnight, a negro, this afternoon hired a horse and runaway from the livery of P. T. Harrington, and while in Alexandria County, McKnight was thrown from the vehicle. The horse made a dart toward Alexandria and never stopped until it reached the livery. A whip and lap-robe were lost as a result of the runaway, although the vehicle was not injured. McKnight escaped injury.

While walking along the Southern Railway tracks near the Seminary crossing, Fairfax County, west of this city, Samuel Adams, a negro, about twenty-five years old, was struck by a northbound "light" engine, shortly after 9 o'clock to-night. His head was crushed and his right foot severed. Adams was placed aboard the engine and taken to the Alexandria Hospital, where he died ten minutes afterward. He was employed by Thomas Welch, Alexandria County. He lived in North Payne street. It is expected an inquest will be held some time to-morrow by Coroner S. B. Moore.

The April term of the Corporation Court, Judge L. C. Barley presiding, will convene to-morrow morning. It is expected that as Judge Barley has returned a special grand jury will be impaneled this week to indict Richard, alias "Dick" Pines, Henry Smith, James Dorsey, and Calvin Johnson, negroes, held for the murder of Walter F. Schultz, the Chicago artist.

The case of T. C. Roderick, formerly superintendent of the Alexandria Electric Light Company, indicted for misappropriating funds belonging to that company, will be heard in the same court Tuesday, Judge J. B. T. Thornton presiding.

Another case which probably will be heard at this term is that of Prof. H. P. Feller, of Case Oriental University, an appeal from the decision of a police justice in which Feller was sentenced to serve a term of thirty days in jail and pay a fine of \$5.

It is expected that a date will also be set for the trial of Able Douglas, a negro, indicted for feloniously assaulting Isaac Huckleby, also a negro.

N. Augustus Butts, one of the oldest and best-known painters in the city, died this afternoon at his home, 24 North Columbus street, after a lingering illness. Mr. Butts was eighty-two years old, and was one of the few surviving members of the historic old Friendship Fire Engine Company. He is survived by his wife. No arrangements have yet been made for the funeral.

Easter services at the various churches to-day were well attended, and special music was furnished at most of them. At the morning service at St. Paul's Episcopal Church, Bishop Gibson occupied the pulpit and confirmed a class. He preached at Christ Episcopal Church to-night and confirmed a class.

A handsome brass memorial tablet to the memory of Rev. Dr. Sprigg, organizer and first pastor of Grace Episcopal Church, was unveiled with appropriate ceremonies at the 11 o'clock services at that church this morning. The unveiling took place in the presence of Mrs. Fanny Sprigg Perry, his daughter, and four grandchildren. The unveiling was by a grandson of Rev. Dr. Sprigg.

It is the intention of the authorities of this city heretofore to prevent boys from congregating in front of moving-pictures shows. Mayor Paff has been the matter called to his attention, and as a result he directed Chief Goods to instruct the policemen to arrest any boys refusing to disperse.

There was a moving-picture temperance lecture this afternoon at the Free Methodist Church, which was largely attended. It was conducted by Rev. John Cavanaugh, pastor of the church.

Announcement is made that all voters who fail to pay their capitation tax by May 1 next will not be permitted to participate in the general election which will be held next November, at which time a governor will be elected.

VIEWS OF PEOPLE ON MANY TOPICS

WHAT DO YOU THINK ABOUT IT?

Hats at Theaters.

Editor The Washington Herald:

Kindly spare me space to say a few words about the hats at the motion picture shows which are so much in evidence in this city. About a week or ten days ago an article appeared in one of the papers saying that the theater managers of South Carolina compel the ladies who wear big hats—those that it is impossible to see from back of—to sit on one side of the stage. Why could not this be done in Washington?

In the first place, the ladies ought to be kind enough to remove their hats, so every one could see, without being asked. It would not take more than a few minutes, and they would not miss much of the show in this little time.

If you have to ask a lady to remove her hat she gives you a "black" look, and she feels insulted. Most of the theaters have signs posted to this effect, but about one lady out of fifty does so. It is my opinion that the theater managers do not pay as much attention to this as they ought to, but it is pleasing to note that one of the Washington theaters, during the course of the show, displays three signs, two asking the ladies kindly to remove their hats, while the third, a cartoon, shows the size of some of the ladies' hats.

Another good plan would be for the theater managers to reserve, say, the last three or four rows for the ladies who wear these big hats. This could be easily done in this city, as the majority of the theaters employ ushers.

WILLIAM J. BOYD.

President Avenue and Cars.

Editor The Washington Herald:

Against change of name of Sixteenth street to "The Avenue of the Presidents," I forward my protest to a great newspaper of Washington city for publication. I object to the name of "The Avenue of the Presidents" for many reasons, among others, of its inevitable deterioration into "Presidents Avenue."

Why change the name of Sixteenth street? Are the Sixteenth street majority property owners to get change of name of street at will for property value appreciation, or for anything? They are but a small part of the population of Washington, an infinitesimally small part of that of the nation—the whole \$9,000,000 saving equal interest in all things public of the Capital City. In the change of name at will of the majority of the Sixteenth street property owners will, indeed, be had precedent, and may bring another name with the floating and floating population. Let the name be "The Avenue of the Presidents," and it should be respected. Washington, with I. Enfant, was responsible for it. It is time honored in a century's calling. But if change must be, let it be simple. "The Avenue of the Presidents" sounds bombastic, and in keeping with plaza this and plaza that, and boulevard and esplanade—the last the latest type of mongrel degeneration.

If we are to have a change in name of Sixteenth street, then let it be a distinct name—a name standing alone of its class and apart from street, avenue, boulevard, esplanade, plaza, or other name or class. I would suggest that it be named Washington Way. It would memorialize the founder of the Capital City, and honor the Father of His Country and its first President. It would suggest the Way of the Presidents, and the Way of the White House—the National Way, and be to all other streets, the one, as to all other cities Washington is the one, and as to the nations of the earth, Washington's is the one. Let it be Washington Way.

Public convenience and fair compensation are the objects, respectively, of municipal franchise and corporate acceptance. The greater the public carrier convenience, combining comfort and facility, and the greater the attraction and patronage, and the corresponding profit in compensation to the corporation. That the pay-as-you-enter street car service is not a convenience, combining attraction, comfort, and facility, inviting public patronage, is clear to all observant persons in hearing constant pronounced condemnation by its patrons, and from seeing people standing on corners waiting for a A. Y. E. car pass while letting for the old ones.

I object to the P. A. Y. E. car service in general, because it lacks the convenience and comforts of the old, and limits my freedom in going on and off, and takes from my comfort the circumstances of paying the fare. Being compelled to patronize a P. A. Y. E. car, I find it inconvenient to take fare from pocket or purse and hold it in readiness to proffer on entering, whether I am free

handed or gloved, with umbrella or package; particularly so in rain, snow, wind, and cold, while waiting in Indian file at crowded crossings. Inside, I find longitudinal seats, no measured space for passenger, no ready remedy in case of two people occupying space for three, so I stand. If I find a seat, I have to stare at the person in the face, my view is obstructed, my toes crushed by aisle-killing strap-hangers, my face jabbed, and I get cold in the neck. If I get chair near rear door, I am compelled to force my way, with annoyance and inconvenience, through the long line of strap-hangers to front door. I am forced to hear the P. A. Y. E. conductor's continued annoying order to "move up to front door," and, obeying, and changing my mind as to destination, I cannot get back for transfer. These are some of my objections. There are others. No doubt but there will be P. A. Y. E. cars for summer-wide open summer cars. We don't think of a P. A. Y. E. closed, longitudinal-seated car. It is horrible to contemplate.

The crosswise seat, preventing crowding, giving foot rest and protection, giving room to look ahead, aside and out in closed car or open one, is preferable to the longitudinal one, with its limitations, and with smokers' rear platform and room for passing patrons, and sliding doors at each end, and egress door kept open for those in a hurry to leave, and the color kept green and white, the P. A. Y. E. car would be all right, for you would then get rid of the conductor elbowing his way through crowded aisle, the passengers would get all worth while, and the company would get its dues.

ANDREW JOHNSON GREEN.

Will Work in the Dark.

Editor The Washington Herald:

It is quite amusing to follow the German war strategists in their plans to shoot airplanes on the wing, in case of war. They claim to be able to shoot higher than the aircraft can be managed to effect.

In my description of a battle of airplanes, written thirty or forty years ago, the fight was at night and at night with the glacial birds of destiny and war doom get in their sure and effective work. To illustrate the absurdity of effectually shooting airplanes at night, get your gun some spring evening, or very dark night, when night-hawks are plentiful in the air and try shooting them, and see how long it will take you to bring one down.

The fact is, with unrestricted airship construction, a body of soldiers, a ship or a whole navy, a city or any structure, will be as helpless as a white rhinoceros in Africa.

These flying machines are to be cheap of construction, and as numerous as the birds. They will be perfected marvelously. A flock of them at night over a navy or a big city would be as a swarm of hungry hawks over a lone hen. The mischief would be done before anybody could shoot. They would drop their missiles and dart into the darkness speedily as the night-hawk.

The navy lunatics can preach up an increase of sea-hulls, but it's the airplanes that are to dominate sea and land. Make no mistake. Money put in warships of the sea will henceforth be a waste, so far as determining the results of battles, at least, or even the dominance of a nation, is concerned.

AMHERST, MASS. ORVILLE H. KIMBALL.

Street Christening.

Editor The Washington Herald:

That our much-discussed "Sixteenth street" shall honor Presidential nomenclature in some shape is a point of common agreement. But does it follow that the christening of names like unto those given the royal babies on the other side? Kindly record—

Protest No. 1.—Four words, covering nine syllables, is so ponderously long it will be abbreviated to "The avenue," necessarily confusing it with the "Avenue" par excellence, in which the suffix "Pennsylvania" is usually dropped "for short."

Protest No. 2.—It is the rule in this rushing age to shorten and boil down in economy of time and space. This would be in violent contradiction, giving an elongation beyond that of any thoroughfare I know of.

Protest No. 3.—To provide even for the proposed name, "The Avenue of the Presidents" upon the street lamps (as per rule) would be "new and enlarged edition" of lamp would be required too large to be practicable, or the lantern pretty well covered with lettering.

Protest No. 4.—A careful estimate shows that in reading these nine syllables the

tourist would cut off a certain percentage of time limited to sight-seeing.

Protest No. 5.—A polling of your readers will show a preference for the name now proposed for the first time. Let him who doubts put up a sum of money for charities on the issue, viz: Not "The Avenue of the Presidents," But "Presidential Avenue."

J. H. SCHENCK.

Industry and Education.

Editor The Washington Herald:

Industry in Porto Rico, Hawaii, and the Philippines, according to reports, is languishing, and the question to be asked is, is education of the American type causing it?

A commission was appointed to investigate the industries of Porto Rico, and the chairman, Louis Manoz Rivera, has arrived in Washington to lay his report before President Taft.

The conclusion is that Porto Rico was governed better under Spanish rule than under our rule, and that since our occupation the coffee industry—the most important of all—has been ruined.

Now, from 1906 to 1908 Leonard P. Ayres was the superintendent of education in Porto Rico, and his reports glowed with the great transformation he was effecting in transforming the natives from ignoramus into intelligent human beings. Now we see the result.

Elmer Ellsworth Carey, who has been connected with the school departments of California, Hawaii, and the Philippines, has given this to the press since his arrival home some time ago: "At an expense of millions every Hawaiian has been taught to read and write, and to-day every Hawaiian is a tramp or a loafer—he will not work unless in the most favored positions. The same educational mistake is being made in the Philippines."

Thus we see that all our insular possessions are succumbing to the same results in education that we have long witnessed here, as Mr. Carey says in the same connection: "As education increases in this country crime increases; all hoodlums, criminals, ward-healers, sharpers, bunco men, and loafers are graduates of the public school system."

It is not likely that the aforementioned Mr. Ayres will make any confession along the line of that of Mr. Carey, as he has come back from Porto Rico to throw himself into lively work in connection with all the most ultra public school fads of the day.

FRANCIS B. LIVESLEY.

Praise for Bryan.

Editor The Washington Herald:

Your editorial of a few days since entitled "Time to call a halt" is both sensible and timely. Mr. Roosevelt has relegated himself to far-off Africa. Why not let him alone? Naturally, every right-thinking, sensible person wishes Mr. Roosevelt a "bully" time while he is across the waters, and a safe return home. If not why not? But why all this praise from some and criticism from others now? Why not let Mr. Roosevelt and his name rest? The time to criticize Mr. Roosevelt was while he was President (as we have tried to have the people to understand) and not since he has become a private—"privatized"—citizen. The trouble with so many people is that they do not know when to criticize and when not to criticize a person. All who wish to keep in touch with Mr. Roosevelt will subscribe to the Outlook, or rather the Look-Out. Other seven-eighths of the American people will "mum" their own business at home, and not let him alone? 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